

In The Claims:

1. (Cancel)

2. (Currently Amended) A method as recited in claim ~~[[1]]~~ 9 wherein generating a reverse direction signal comprises generating a reverse direction from a shift lever.

3. (Currently Amended) A method as recited in claim ~~[[1]]~~ 9 wherein generating a reverse direction signal comprises generating a reverse direction from a push button.

4. (Currently Amended) A method as recited in claim ~~[[1]]~~ 9 wherein generating a reverse direction signal comprises generating a reverse direction from a transmission controller.

5. (Currently Amended) A method as recited in claim ~~[[1]]~~ 9 wherein generating a reverse direction signal comprises generating a reverse direction from a wheel speed sensor.

6. (Currently Amended) A method as recited in claim ~~[[1]]~~ 9 wherein applying brake-steer comprises applying at least one brake at a first wheel to reduce a vehicle turning radius.

7. (Currently Amended) ~~A method as recited in claim 1 wherein applying brake-steer comprises~~ A method of controlling an automotive vehicle comprising:
generating a reverse direction signal corresponding to a reverse direction of the vehicle; and
applying brake-steer in response to the reverse direction signal by applying an increased drive torque to a second wheel relative to a first wheel.

8. (Currently Amended) A method as recited in claim ~~[[1]]~~ 9 wherein applying brake-steer comprises applying brake-steer to a front wheel.

9. (Currently Amended) ~~A method as recited in claim 1 wherein applying brake-steer comprise~~ A method of controlling an automotive vehicle comprising:
generating a reverse direction signal corresponding to a reverse direction of the vehicle; and
applying brake-steer in response to the reverse direction signal by proportioning brake-steer between a front wheel and a rear wheel.

10. (Original) A method as recited in claim 9 wherein proportioning comprises proportioning between the front and rear wheel in response to a transfer case mode.

11. (Currently Amended) A method as recited in claim ~~[[1]]~~ 9 further comprising determining a steering wheel angle and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal and steering wheel angle.

12. (Currently Amended) ~~A method as recited in claim 1 further comprising~~
A method of controlling an automotive vehicle comprising:
determining a yaw rate;
generating a reverse direction signal corresponding to a reverse direction of the vehicle; and
applying brake-steer in response to the reverse direction signal and wherein
~~applying brake-steer comprises applying brake-steer in response to the reverse direction signal~~
and said yaw rate.

13. (Currently Amended) ~~A method as recited in claim 1 further comprising A~~
method of controlling an automotive vehicle comprising:
determining a steering wheel torque;
generating a reverse direction signal corresponding to a reverse direction of the vehicle; and
applying brake-steer in response to the reverse direction signal ~~determining a~~
~~steering wheel torque and wherein applying brake-steer comprises applying brake-steer in~~
~~response to the reverse direction signal and steering wheel torque.~~

14. (Currently Amended) A method as recited in claim ~~[[1]]~~ 9 further comprising determining a steering wheel angle and a vehicle velocity and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal and steering wheel angle and vehicle velocity.

15-26. (Cancel)

16. (Original) A control system as recited in claim 15 wherein said means comprises a shift lever.

17. (Original) A control system as recited in claim 15 wherein said means comprises a push button.

18. (Original) A control system as recited in claim 15 wherein said means comprises a transmission controller.

19. (Original) A control system as recited in claim 15 wherein said means comprises a wheel speed sensor.

20. (Original) A system as recited in claim 15 wherein said controller is programmed to apply brake-steer by applying a first brake and a second brake to reduce the turning radius of the vehicle.

21. (Original) A system as recited in claim 15 wherein said controller is programmed to apply brake-steer by applying at least one brake at a first wheel to reduce a vehicle turning radius.

22. (Original) A system as recited in claim 15 wherein said controller is programmed to apply brake-steer by applying an increased drive torque to a second wheel relative to the first wheel.

23. (Original) A control system as recited in claim 15 further comprising a steering wheel angle sensor generating a steering wheel angle signal, said controller programmed to apply brake-steer in response to the reverse directional signal and the steering wheel angle signal.

24. (Original) A control system as recited in claim 15 further comprising a yaw rate sensor generating a yaw rate signal, said controller programmed to apply brake-steer in response to the reverse direction signal and yaw rate signal.

25. (Original) A control system as recited in claim 15 further comprising a steering wheel torque sensor generating a steering torque signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering torque signal.

26. (Original) A control system as recited in claim 15 further comprising a steering wheel angle sensor generating a steering wheel angle signal and a vehicle velocity sensor generating a vehicle velocity signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering wheel angle and vehicle velocity signal.

27. (Original) A vehicle comprising:
a shift lever having a reverse position generating a reverse position signal; and
a controller coupled to the shift lever, said controller applying brake-steer in response to the reverse position signal.

28. (Original) A vehicle as recited in claim 27 further comprising a transfer case having a transfer case mode, said controller changing the transfer case mode based on brake-steer.

29. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying a first brake and a second brake to reduce the turning radius of the vehicle.

30. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying at least one brake at a first wheel to reduce a vehicle turning radius.

31. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying an increased drive torque to a second wheel relative to the first wheel.

32. (Original) A vehicle as recited in claim 27 further comprising a steering wheel angle sensor generating a steering wheel angle signal, said controller programmed to apply brake-steer in response to the reverse directional signal and the steering wheel angle signal.

33. (Original) A vehicle as recited in claim 27 further comprising a yaw rate sensor generating a yaw rate signal, said controller programmed to apply brake-steer in response to the reverse direction signal and yaw rate signal.

34. (Original) A vehicle as recited in claim 27 further comprising a steering wheel torque sensor generating a steering torque signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering torque signal.

35. (Original) A vehicle as recited in claim 27 further comprising a steering wheel angle sensor generating a steering wheel angle signal and a vehicle velocity sensor generating a vehicle velocity signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering wheel angle and vehicle velocity signal.

Please charge any fees required in the filing of this amendment to deposit account 06-1510 or, if there are insufficient funds, to use deposit account 06-1505.

Respectfully submitted,



Kevin G. Mierzwa
Registration No. 38,049
Attorney for Appellant

Date: 7/13/05

Artz & Artz, P.C.
28333 Telegraph Road, Suite 250
Southfield, Michigan 48034
(248) 223-9500